

Montana and the Sky



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MONTANA AERONAUTICS DIVISION

June 1983

FSS Closures Meet Strong Opposition

Plans of the Federal Aviation Administration to close Flight Service Stations and combine operations into a limited number of regional "super" stations have run into strong opposition. The Aircraft Owners and Pilots Association has taken the fight to Congress. They have been joined in their opposition by local governments, economic development leaders, and a growing number of Congressional representatives.

AOPA has said that opposition to the FAA program has been voiced by such civic action groups as the Board of Commissioners of the city of Las Vegas, Nev.; Roanoke, Va.; the Oklahoma Economic Development Association; and the mayors of Indianapolis and Shreveport as well as other locations.

Numerous members of Congress are also questioning the advisability of shutting down the weather observations and pilot services at more than 250 locations, according to AOPA.

In testimony before a Senate transportation appropriations subcommittee, the AOPA said the consolidation is a step toward dismantling the flight service station system and is a threat to aviation safety.

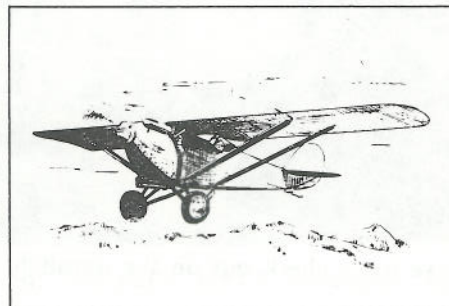
A spokesman for AOPA said the FAA is attempting to "steamroll" through the consolidation of the facilities without regard to the effect on safety information to pilots or local community concerns. Further, the organization said pilots recently

were hit with higher federal fuel taxes to pay for increased services only to see them threatened, instead, with reduction.

The AOPA has charged that the original modernization plan announced by the FAA more than a decade ago is no longer being followed. "At least in the original version there was a promise that no station would be closed until equal or better service facilities were in place and now this is being ignored."

Nearly three months ago the association sent a letter to newly appointed Secretary of Transportation Elizabeth Dole asking her to personally look into the Flight Service situation.

"We are extremely disappointed that the Secretary has failed to act on a serious problem like this," said the AOPA spokesman. He added that the association is confident its efforts to alert communities and members of Congress to the threatened closings will result in public attention which the Secretary cannot sidestep.



High Speed Film Susceptible to X-Rays

The Federal Aviation Administration is warning airline passengers that a new type of high speed color film could be damaged by the x-ray machines used at airport security check points. It recommends that the film be removed from carry-on luggage before it is x-rayed.

The film involved is a color print film with an ASA speed rating of 1,000. At that speed, it is sensitive enough to be affected by the low-level of x-ray energy used in the screening process. Other film of lower speed will not be damaged by the x-ray machines.

The warning is being incorporated in the "Federal Safety and Security Inspection Rules" sign that the FAA requires airlines to post at airport screening points. The part of the sign advising passengers to remove x-ray and scientific film from their carry-on luggage because of possible damage has been changed to include high speed film. The sign also notes that x-ray inspection will not affect ordinary undeveloped film.

In addition, the sign advises passengers that they can request and get a hand search of their film and cameras if they are concerned about x-ray damage.

Approximately 830 x-ray machines are now being used to check carry-on luggage at airports throughout the country.

Administrator's Column

I attended the MPA convention held in Bozeman June 3 - 5. Many informative presentations were given including a safety program by Fred Hasskamp and Patty Mitchell of the Aeronautics Division; one on avionics by Dick Van Luchene and Martin Elshire of Aerotronics, Inc. covering radio installations, common problems, maintenance, and, of particular interest, a demonstration of the operation of two Loran C navigation radios. During the Saturday night awards banquet, a new award was dedicated in memory of Jack Van De Riet. I'm sure most pilots throughout the northwestern United States are aware of Jack's contributions and dedication toward aviation safety. We Montana pilots were very fortunate that Jack chose to return to his hometown of Choteau when he retired from the FAA. Since Jack's retirement, he had been a tremendous help to me by conducting and participating in numerous safety clinics sponsored by the Aeronautics Division throughout the state. Without Jack's help, I could not have gotten the now highly recognized annual Mountain Search Pilot Clinic off the ground. The Jack Van De Riet Flight Safety Award was donated by the Van De Riet family and will be presented annually by the Montana Pilots Association to a pilot in recognition of his/her contribution toward aviation safety in Montana. Fritz Lueneburg was chosen to be the first recipient.

Jim Monger of the Gallatin Valley Hangar arranged to have Larry Walters as the banquet speaker. Larry is the lawn chair balloon pilot who caused so much notoriety as well as controversy when he ascended to an altitude of 16,000 feet on a lawn chair tethered to weather balloons over Los Angeles. Larry's presentation was interesting and mixed with humor. To everyone's surprise, Larry is not a "kook" but a sensible person who had a dream to fulfill. His problem was the location from which he chose to launch.

I would like to congratulate convention chairman Bob Squire and his wife Judy as well as the entire Gallatin Valley Hangar for a successful and fun MPA convention.

* * *

It was with a great deal of personal satisfaction and pleasure that I recently fulfilled my long-time desire to fly an ultralight. I received my check out and soloed a Robertson ultralight at Hamilton Aviation. Although I admit to some apprehension as I advanced the throttle for the takeoff, it soon was replaced by a feeling of exuberance as I became airborne. To fly out in the open with the blast of air against my body was an exhilarating experience which gave me the true feeling of freedom of flight. I now know why ultralight flying has become such a popular and growing sport.



Hank O'Shant of Hamilton Aviation gave me a check out on the ultralight before I took off for my first solo.



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CFR Seminar Completed in Billings

By Jerry Burrows
Aviation Representative

The Billings Logan International Airport, in conjunction with the Montana Airport Management Association, held a five-day classroom seminar in preparing for and handling large aircraft disasters. At least 41 firefighters from Billings Logan Field and the Billings Municipal Fire Department attended the seminar along with 14 airport firefighters from other Montana and Wyoming communities. The program was well received by those attending.

Newsreel footage of major aircraft disasters, such as the San Diego crash, was used during the presentation. Ron Harmon, training officer for the Port of Seattle, presented the bulk of the program with other presentations by Alan Wiechmann, FAA in Seattle; Gary Easton, San Diego Fire Department; Mike Peterson, Oshkosh Truck Company; Dr. Ken Muehler, forensic pathologist of St. Vincent's Hospital in Billings; Dick Taylor, Yellowstone County coroner; and a report by Mark Bower and Steve Feldick concerning the Boeing 737 that landed at Casper without the benefit of wheels.

Most basic areas of fire fighting and rescue were covered as well as in-

depth presentations concerning care of the deceased, care of the injured, triage, and other problems occurring after the crash.

Certificates of completion were presented during the banquet Saturday evening which was held at the Airport.

Sunday morning the Billings Logan Field crash fire rescue equipment and command vehicles were inspected, followed by a helicopter ride provided by St. Vincent's Hospital HELP emergency helicopter for three lucky participants of the school.

Bruce Putnam, director of aviation, Bob Witherspoon, and Phil Ryder are to be commended for providing this varied, informative and interesting program.



Bob Witherspoon (right) of Billings Logan Field presents a certificate of appreciation to instructor Capt. Ron Harmon, Port of Seattle Fire Department.

AVIATION EVENTS

SCHEDULED

MISSOULA . . .

The second annual aviation day will be held at Johnson-Bell Field in Missoula on Sunday, July 10, beginning at 10:00 a.m. and running until 6:00 p.m. The day will begin with a fly-in breakfast served by Missoula-area C.A.P. Antique aircraft will be on display along with ultralights and model airplanes. Gary Blain from Billings will perform stunt flying, and there will be a fly-by done by the Mountain Home Air Force Base out of Idaho. Rides in helicopters and light planes will also be offered. Patty Mitchell from the Montana Aeronautics Division will present a safety program and films and the Montana 99s will distribute information about their program for women pilots.

HAVRE . . .

The Havre Hangar of the MPA is planning a fly-in on Sunday, July 17. A hangar breakfast will be served from 7:00 a.m. until 11:00 and will be free to those who fly in. At press time details of the program were still being worked out. Ed Chinske, 810 Eleventh St. in Havre, is in charge of arrangements.

CAUTION . . .

A note from a pilot in the Twin Bridges area suggests that pilots flying into that airport land long on 16 and stay on the upper $\frac{2}{3}$ of the runway. Only part of the runway was plowed in the middle of January and a low ridge of dirt, gravel, and weeds was left after the snow melted. Those flying into the Twin Bridges airport should use caution until the situation has been remedied.



Flight Nurse Pat Laufman explains St. Vincent's HELP helicopter to firefighters.

MPA Members Convene in Bozeman June 3 - 5



Mike Ferguson speaks to the pilots during the business meeting.



Vivienne Schrank stops for a coffee break during the session.



Officers include (from left) Dick Markle, Glasgow, president; Bob Hollister, Forsyth, immediate past president; Bob Squire, Ennis, treasurer; Nils Pearson, Helena, western vice president; Ray Tocci, Three Forks, eastern vice president; and Pete Pederson, Glasgow, eastern director.

The 44th annual MPA Convention, held in Bozeman June 3 - 5, proved to be both entertaining and informative for those participating.

Officers elected for the ensuing year include Dick Markle, Glasgow, president; Nils Pearson, Helena, western vice president; Ray Tocci, Three Forks, eastern vice president; Bob Squire, Ennis, treasurer; and Bob Braico, Helena, western director. Pete Pederson, Glasgow, will complete the second year of his two-year term as eastern director. Janet Markle will serve as secretary.

Several special awards were presented at the banquet on Saturday evening. Bobbie Hill, Stevensville, received the Bill Mathews award. She is a pilot for the Forest Service out of Missoula. Brenda Spivey was recognized as the Young Pilot of the Year for the fact that she has gone on from soloing to pursuing a career in aviation at Eastern Montana College. Fritz Lueneburg was presented with the first annual Jack Van De Riet Memorial Safety Award, donated by the Van De Riet family.

The Senior Pilot of the Year Award went to Reese Smelser, Helena. Reese soloed on September 15, 1932, in Helena and went on to be the chief pilot at Morrison Flying Service. He was the civilian training pilot during



Ray Van De Riet (left) dedicates the Jack Van De Riet Flight Safety trophy in memory of his brother.

war years. Reese also worked for Boeing, was with the Montana Aeronautics in the early '50s, and served as pilot for Montana Governor Brown.

Other awards included special recognition of Bruce Vanica and Richard O'Brien for their years of service on the Montana Aeronautics Board. Mrs. Ruth Van De Riet accepted a plaque from the Montana Aeronautics Division in recognition of Jack's contributions toward the promotion of aviation safety in Montana. She also received one from the MPA. The Bent Prop Award went to Mike Mulrone.

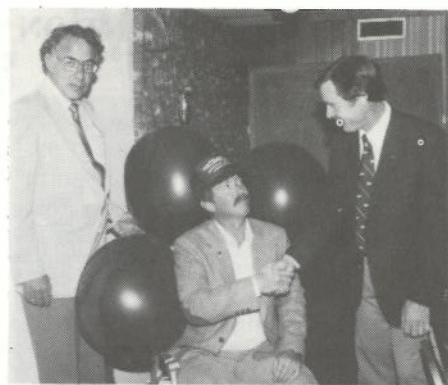
On Sunday, Al Newby performed aerobatics at Gallatin Field and there were displays and demonstrations of radio controlled models. The 1984 convention has been scheduled for June 1 - 3 in Lewistown.



Mike Ferguson chats with Mrs. Ruth Van De Riet.



Dick Van Luchene (left) and Martin Elshire of Aerotronics show some of their equipment during a presentation on radio installation and maintenance. They also demonstrated the Loran C navigation radio.



Larry Walters demonstrates a facsimile of his "aircraft" to Jim Monger and Mike Ferguson.



Larry Larson accepted the Jack Van De Riet Flight Safety award for Fritz Lueneburg and here joins Brenda Spivey with her Young Pilot of the Year award.



Reese Smelser (right) receives his Senior Pilot of the Year award from Nils Pearson.



Richard O'Brien is presented a plaque by Herb Sammons, Aeronautics Board chairman, in recognition of his twelve years of service to the aviation community through his membership on the Aeronautics Board.



Ruth Van De Riet receives a plaque from Richard O'Brien on behalf of the Aeronautics Division in recognition of Jack's contributions to aviation safety in the state.



Patty Mitchell receives the Bill Mathews award from Ray Tocci on behalf of Bobbie Hill.



The MPA also honored the Van De Riet family with a plaque in appreciation of Jack's contributions to Montana aviation, here presented by Ray Tocci to Ruth Van De Riet.

MORE MPA CONVENTION



Lawn chair balloonist Larry Walters, speaker at the banquet on Saturday night, receives the book *Montana and the Sky* from Mike Ferguson and Fred Hasskamp.



The Bent Prop award is accepted for Mike Mulroney by Frank Bass.



Al Newby (left) and Frank Bass look over one of the scrapbooks on display.

CONGRATULATIONS!

FAA Certificates Issued Recently to Pilots

PRIVATE

Eric Schimpff Kalispell
James Fleming Kalispell
Victor Tate II Bozeman
Charles Glass Helena
Lawrence Whiting .. Thompson Falls
Thomas Svoboda Hall
Calvin Danreuther Loma
Ronald Swenson Chinook
La Verna Watson Cut Bank
David Warhank Rudyard
Wade Williams Kevin
Dale Horne Elliston
Sherman Ewing .. Great Falls
Nels Liudahl Billings
Fred Huber Gardner
Mark Ferestad Scobey
Howard Kavon Plentywood
Daniel Ervin Kremlin
Kenneth Mullikin Billings
David Southworth Park City
Randle Bokma Denton

COMMERCIAL

Steven Moes Big Sandy
Gerald Nelson Billings
(Free Balloon)
Marvin Knutson Garryowen
Peter Warbington Billings
Terrance Allen Billings
Gerhart Blain Billings
David Vosen Glasgow

INSTRUMENT

John Pew Missoula
Mary La May Missoula
Sherman Ewing Great Falls
James Sheffels Great Falls

ATP

Donnell Mills Power
(Helicopter)

INSTRUCTOR

Larry Steck Helena
(Instrument Ground)
Greg Nelson Kalispell
William Morris Missoula
(Instrument)
Thomas Melton Dillon
Jerald Erskine Great Falls
(Instrument)

Linda Marshall Belgrade
Randall Ereksen Billings
Terrance Allen Billings
Dave Stallknecht Huntley

WINGS

Phase I:

Perry Scheidecker Red Lodge
Lee Lareva Billings
Ken Mullikin Billings

Phase II:

Jack Butorac Hardin

Phase III:

W. H. Wallace Billings

CALENDAR

June 25 — Flying Farmers Queen's Fly-In, Carol & Jerry Fachner's, Wolf Point.

July 8 — Flying Farmers President's Fly-In, Opheim.

July 9 - 10 — MAAA meeting, Three Forks (work party).

July 10 — Aviation Day/Open House, Missoula.

July 17 — Fly-In at Havre.

July 22 - 24 — Schafer Meadows Fly-In.

Aug. 5 - 7 — MAAA Antique Fly-In., Three Forks.

Aug. 13 — Helena Air Show.

Aug. 19 - 21 — NW Region Flight Safety Clinic, West Yellowstone.

Aug. 25 — Bozeman Air Show.

Sept. 23 - 25 — Mountain Search Pilot Clinic.

Oct. 1 — Jackpot Air Race.

Oct. 7 - 8 — Flying Farmers Convention, Ramada Inn, Billings.

Oct. 19 - 22 — AOPA Convention and Industry Exhibit, Albuquerque, NM.

★ ★ ★ ★

The following conversation was reported by NASA's newsletter — Callback:

Approach Control: We have the REIL lights up all the way; do you have the runway in sight?

Pilot (after some hesitation): How do you tell the difference between real lights and imitation lights?

I'll Have an Ultralight, Please!

What is it like to fly an ultralight aircraft? Dave Rosenkranz and Lonnie Roberts of Hamilton Aviation invited Montana Aeronautics Division pilots to find out. The three adventurers were Mike Ferguson, Fred Hasskamp, and Patty Mitchell. Hamilton Aviation is a dealer for the Robertson B1-RD ultralight and has one for demonstration purposes.

The day chosen to fly was a typical spring day, winds light and variable with some convective activity causing light turbulence (moderate in an ultralight?). Hank O'Shant provided the briefing and checkout, which included a demonstration flight. That was it - it's a single seater!

All of us who flew the B1-RD will long remember this experience. The first solo in such a single place aircraft must have somewhat of a resemblance to the Wright brothers' first powered aircraft, and the flight was not without apprehension. The smiles on each pilot's face while taxiing in was proof enough that flying an ultralight for the first time was some experience.

Joe Reif, the airport manager in Hamilton, is very supportive of the ultralight movement and encourages anyone to contact him if they would like more information on the airport rules and regulations concerning ultralights. Ravalli County Airport at Hamilton is one of the first airports

to officially adopt rules and regulations concerning the operation of ultralight aircraft within the confines of the airport area.

The FAA has approved the AOPA's program for ultralight pilot competency and ultralight regulation. The Aeronautics Division is presently working with the AOPA and is planning to host ultralight safety clinics in an effort to foster ultralight activity and safety in Montana. Hopefully, ultralight activities will be kept as safe as possible with minimum regulation.

It's up to the ultralight pilots themselves to be familiar with Federal

Air Regulations Part 103 which are the operating limitations and regulations that pertain to ultralight operations. An awareness of pilot limitations, ultralight limitations, and the limitations imposed by weather - especially the effects of wind and turbulence on ultralight operations - is essential to safe operation.

With good training and safety consciousness on the part of the ultralight pilot, ultralight aircraft may be just the answer to satisfy the dreams and desires of man to fly.



Hank O'Shant congratulates Mike Ferguson after the successful completion of his ultralight flight.



Patty looks none the worse for the wear after her ultralight landing.



Fred had an advantage over Patty and Mike as he had his first solo in February. Here he demonstrates how he felt about that flight.



Mike, Patty, and Fred pose in front of the Robertson B1-RD ultralight at Hamilton Aviation.

Take Time to Compute Density Altitude

**By: Patty Mitchell, Supervisor
Aviation Safety & Compliance**

Summer is here, and with all the beautiful warm weather, we now have to consider density altitude. When the air is hot, it is less dense. This requires longer takeoff runs due to reduced climb performance. The peppy little airplane that climbed off the runway all winter now becomes a little lazy.

Now is the time to go back to the aircraft flight manual or Denalt com-

puter to find the takeoff distance and rate of climb for the field elevation and temperature. It is always better to check to see what length of runway you will need for your gross weight and density altitude than try to guess or just "go for it."

You may be able to get the airplane off the ground only to have it settle back again in ground effect without being able to climb. If you are climbing at best angle of climb airspeed or best rate of climb, you will get maximum performance from your aircraft. It is important for you to know your aircraft's best angle of climb (V_x) and best rate of climb (V_y) speeds.

The Montana Aeronautics Division is hosting a Super Safety Seminar and Density Altitude Clinic at the

Yellowstone Airport August 19, 20, and 21. This will be a Northwest Regional fly-in sponsored by the FAA and the Montana Aeronautics Division and will feature various safety clinics and speakers. This is an excellent time for some "hands on" experience in computing performance and flying your aircraft in a hot, high environment.

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MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE—"To foster aviation, as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in research, development, and advancement of aviation; to develop uniform laws and regulations; and to otherwise encourage cooperation and mutual aid among the several states."



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